

WOULD SAVE MILLIONS.

The Advantage of Governmental Ownership of the Railroads.

BY B. O. FLOWER.

The Tribute That is Levied Upon the Consumers and Producers.

Savings That Could be Made.

The New Time for October contains an article on the advantages of governmental ownership of railroads, written by B. O. Flower. Mr. Flower says that of the various combinations of capital whose power during recent years in shaping legislation prejudicial to the people has been equal only by their open defiance and cunning evasion of existing enactments, perhaps none is so essentially lawless and dangerous to republican integrity and national prosperity as the railroad monopoly, which might almost be called the father of modern commercial brigandage.

The practical operation of this system soon showed to railroad managers their power and to the patrons of railroads their dependence upon those who dispensed railroad favors. Discrimination between individuals is the most objectionable, because it is the most demoralizing of all. It makes of independent citizens of a free country fawning parasites and obsequious sycophants who accept favors from railroad managers, and in return do their bidding however humiliating it may be.

The corrupt and corrupting monopoly has proved an inspiration even where it has not been a powerful aid in fostering other monopolies, so-called trusts, and combinations of capital, which acquire vastly more wealth than they legitimately earn at the expense of the prosperity, happiness, and in some instances even the very life of individuals.

The imperative demand for governmental ownership of railroads cannot be ignored much longer if the people are to maintain even the semblance of free government, for it is a fact well known to all students of history that any power which is liable to corrupt the governmental functionaries and secure and retain special privileges on the one hand, while it holds a considerable number of the people at its mercy on the other, will soon grow to be the despotic master of both government and people.

spectre of eviction and want, realize the fact that every day they are being taxed to pay dividends and interest on fictitious stock and bonds, taxed to support, not the government, but one powerful division of the plutocracy which is yearly forging chains of oppression around these same millions of toilers and struggling workers. Yet such is the actual fact. A tribute is levied from the producers and the consumers of the staples of life, no less than the traveling public, which is far in excess of the legal interest on the actual valuation of the railroads. The case of North Carolina affords a truly typical example, although the unjust exactions there are by no means so great as other cases which might be cited.

The data from which I draw the following facts are obtained from a comprehensive review of present conditions recently made by Justice Walter Clark, L.L.D., of the supreme bench of North Carolina. Justice Clark has won a national reputation from his eminent fairness, his broad, judicial, and enlightened spirit and his wide knowledge of law. His integrity of purpose is only equalled by his ability, hence his presentation has the value of being authoritative and sound from a judicial standpoint.

It seems that the statutes of North Carolina require the railroads to pay a certain tax on the real valuation of their property embracing the value of their franchises (N. C. Acts, 1895, chaps. 1-19, sec. 45.) The railroad commissioner placed the full valuation of the railroad property in North Carolina at \$25,000,000, which the railroad officials declared to be too high a valuation. The courts have ruled for the guidance of the railroad commissioner of the state that the rates must not be placed too low to afford "a reasonable interest on the actual value of the property above reasonable expenses." Now it would seem that there should be no difficulty in arriving at a different understanding with the above ruling as a guide, and such would be the case if honesty and justice ruled. It is true there might be a question as to the amount of interest which was reasonable. Justice Clark points out the fact that on so large an investment 3 per cent would be a good interest, as government bonds at that figure are at par. But if 4 per cent be granted surely no complaint could be made. This is what the North Carolina bond draws, and they are at par. The supreme court of the United States, in the recent case of Livingston vs. Sanford, 164 U. S., 578, says that rates high enough to earn 4 per cent net will not be disturbed by the courts. And in the Dow vs. Beideman, 125 N. C. 680, the same court says that rates high enough to earn 1 1/2 per cent are sufficient when the present holders have bought the railroads or its stock below par, as is the case with all the large railroad systems of this (North Carolina) State. Through the full valuation of the railroads of the state was fixed at \$25,000,000 and the railroad authorities insisted that that was an amount in excess of their worth these same roads are bonded and stocked for \$94,000,000. "It is clear," therefore, says Justice Clark, "that rates high enough to pay interest on dividends upon the latter sum are grossly in excess of what is just to the public. Freight and travel are thus being taxed to pay dividends and interest on nearly \$70,000,000 fictitious capital."

The tax which the people of North Carolina are yearly paying to the railroad barons under modern commercial feudalism is clearly shown by the following facts: The total valuation of the three principal railroad lines of North Carolina is \$20,221,000, including franchises. These three railroads embrace almost four-fifths of the total valuation of the state. The railroad commissioners report for 1896 shows that the net earnings for these three railroads for that year were \$20,000,000 but costing present owners less than \$3,000,000 net or 15 per cent interest annually out of the people of North Carolina. These figures are such as have been given by the railroads, while their books have not been subjected to examination or inspection. Hence it is impossible to know whether in pro-rating they have allowed the North Carolina roads as much as impartial calculation might prove to be just. Nor is it possible to know how much their net earnings would be increased if only reasonable salaries were allowed leading officials.

I cite the case of North Carolina as an illustration simply because the exposure has recently been made and the figures are from the latest reports. I had intended citing the case of the New York Central, the Atchison, the Iron Mountain, the Erie and the Pennsylvania roads as additional illustrations, but space forbids my mentioning them in this paper. Sufficient to say the facts set forth above, though not so astounding as some which may be cited, are enough to afford a typical example of the systematic extortion to which our people are becoming mercilessly subjected by the monopolists who control the highways of trade and business.

Watering stock and thereby being enabled to take from the producer the results of his labor, to which he is justly entitled, to meet dividends on fictitious capital, is essentially dishonest and criminal in spirit. The embezzler who carefully concealed the amount of money he appropriated would be none the less guilty of wrong doing because, being an expert bookkeeper, he was able to cover up his shortages. The user who extorted 12 to 15 per cent from the poor who were at his mercy would be entitled to the contempt of all right-minded men, whether he succeeded in posing as a benefactor of the poor or not. The railroad director who takes from the pockets of the people of a whole nation by making the traveling public, the producer and consumer, pay excess of tariff sufficient to earn dividends on fictitious stock, levies an unjust tax on men, women and children, taking from them that which is by right their own property, and thereby

Biliousness Hood's Pills

committing the crime of theft, simply because, having control of the arteries of the nation and the highway of trade, which belong by right to the people, he has the public at his mercy. Under government ownership of the railroads this shameful abuse will disappear and the mass of producers and consumers will realize millions of dollars a year which are now paid on fictitious stock, chiefly to enrich a small coterie of gamblers and "promoters" who have amassed enormous fortunes through special privileges and by methods of the only direction. This is by no means the only reason why the government should immediately take control of the railroads. There are scores of valid arguments which might be advanced, some of which are more weighty even than this one, and which make it the solemn duty of every man to work for this important reform, which has been so successfully inaugurated in a large number of the leading nations of civilization.

JUDGE POST'S RECORD.

Just Half of his Decisions when District Judge were Reversed. The Burlington & Missouri Railroad company owns four miles of track and a cheap wooden depot in Platte county. This track and depot were constructed in consideration of \$100,000 in bonds voted by the people of Platte county in 1879. The bond campaign was managed for the company by its attorney, A. M. Post, now the republican candidate for Judge of the supreme court. The company was so well satisfied with his work in its behalf, that he represented it as its attorney at Columbus from that time until his election to the district bench.

In 1883, a new judicial district was created, embracing the counties of Saunders, Dodge, Colfax, Platte, Butler, Morrill and Nance. The candidates for the appointment as judge of this district were M. B. Reese, W. M. Marshall and A. M. Post. The latter received the appointment from Governor Dawes, neither Reese nor Marshall having a railroad "pull." As district judge, justly or unjustly, Post was notoriously reputed among lawyers to be unfair and partisan in railroad cases. His instructions in this class of cases were commonly referred to by the bar as the closing argument for the railroad.

Many of Post's decisions were appealed to the supreme court and, although he is considered to be an able lawyer, it is true, as shown by actual record, that just half of his decisions were reversed. Judges Maxwell and Reese were then on the supreme bench. There have been some very poor lawyers on the district bench of this state, but it is doubtful if there has ever been another judge who has had half of his judgments disapproved by the highest court of the state.

Post's course on the district bench was so satisfactory to the railroads that they caused his nomination and election for the supreme bench, where he has given excellent satisfaction to those to whom he is indebted for the promotion. The local republican organ recently remarked that Post's decisions are the decisions of the court as appears from the fact that he never files a dissenting opinion. This is true. Post does dominate the court. Practically he is the court.

Since Judge Maxwell retired four years ago, between twenty and thirty decisions rendered by that eminent jurist have been overruled. One of Post's present associates concurred in these decisions when they were rendered and with ready compliance has also concurred in the decisions overruling them.

That Judge Post's sympathies are strongly in favor of the railroads and other corporations, that he has never been able to divest himself of his railroad predilections acquired while in his employ as attorney, that he is incapable of dealing justly between the common people and the interests that have made him what he is, the World-Herald proposes to specifically show hereafter from the record Judge Post has made.—Omaha World-Herald.

FLOATING FACTS.

Only 9 per cent of cases of amputation are fatal. Australia harbors one species of kangaroo no larger than a rat. One pound of sheep's wool is capable of producing one yard of cloth. One thousand tons of soot settle monthly within the 118 square miles of London. A Turkish turban of the largest size contains twenty yards of the finest and softest muslin. Down to the Norman conquest the Britons had "living money" and "dead money;" the former being slaves and cattle, the latter metal.

In China the rolling of tea leaves is done by hand, but in India and Ceylon European planters prefer to employ machinery for the purpose. Alexander the Great had a large number of wives, and was accustomed to reduce them to obedience by using the flat of his sword as a corrective. When old coins are worn so that it is hard to make out the inscription, gradually heat the coin, and in almost all cases the inscription will appear. A Dakota man has, after 20 years' efforts, succeeded in collecting \$75 from the government for supplies furnished Custer's army on its way to the Little Big Horn. Alexander Melroy, who died the other day at his home in Philadelphia, was a delegate to the national Gen. Convention that nominated Gen. William Henry Harrison. Sidney Smith's wife was such a good cook that he calculated that during the course of his life he had eaten forty-eight four-horse wagon loads more than was good for him. The longest continued cataleptic sleep known to science was reported from Germany in 1832, the patient having remained absolutely unconscious for four and a half months.

SMALL HAPPENINGS.

L. P. Decker's grain elevator at Ashland, Neb., was burned Tuesday night. Loss \$7,500.

A large co-operative manufacturing and agricultural company is about to begin operation at Bay City, Wis.

The postoffice at Pierce, Neb., was robbed of \$200 in cash and \$300 in stamps. The burglars made good their escape.

The argument in the case of the State vs. ex-Auditor Eugene Moore in the district court of Lancaster county was postponed until October 25.

The South Omaha Exchange of South Omaha will erect a new building for offices. The work will be begun at once and the total cost will exceed \$200,000.

The typographical union of Boston has sent committees to wait on representatives of both of the old political parties, urging that they include in their platform the plank advocating the government control of telegraph and telephone systems.

The sugar trust is making a pretense of opposing the annexation of Hawaii to the United States, which is but the most patent bluff. The adaptation of the soil to the sugar culture and the abundance of cheap Asiatic labor makes that leoprous island a veritable paradise for a sugar king.

The hearing on the protest of Gen. J. R. Webster against the use of the silver republican party name upon the county ballot was set for Tuesday but it did not come up as it is the intention of County Clerk Trimble to abide by the decision of the secretary of state which the law makes it binding for him to do. The secretary of state has decided that the name shall go on the ballot.

The government balance sheet for September, in view of the much vaunted prosperity, of which most of us have seen very little, makes rather interesting reading. Although the expenditures were \$1,210,720 less than in the corresponding month of '96, the deficit is \$6,435,617. Also a loss of \$3,500,000. No such distressing deficit is seen on the balance sheets of the trusts.

It is being generally whispered about that the president will, urged by prominent members of his party, call an extra session of congress. Owing to the fierce fight that is sure to follow if the president urges the adoption of the recommendations of the monetary conference it is feared, if it is not begun before December 6, will be continued dangerously late for those members who must be at home and actively canvassing if they are to be returned.

Ed B. Craighend has filed a suit against the Rock Island road for \$433.50 which he alleges to be due for work and labor performed from May 18 to January 4, 1896, at \$2 per day. He also puts in his expenses for that period at \$49.50 and his expenditures in coming to Lincoln from Oklahoma at \$60. Craighend was one of the star witnesses for the railroad in the second trial of G. W. Davis for train wrecking. He claims that he was hired by Harry Thompson, the Rock Island's right of way man, to look up evidence against Davis before and during the trial.

WHAT IS YOUR TRADE?

Each Trade or Occupation Has Its Special Disease.

It is well known among medical men that certain diseases are more readily developed in certain occupations than in others. That each occupation has its attendant physical weakness, Engineers and railroad men, and similar occupations suffer mostly from kidney troubles and men who are often exposed to the weather suffer mostly from rheumatism, while clerks and professional men, in fact the army of people whose business keeps them indoors, are oftentimes great sufferers from piles and constipation. In this connection the following letter is of interest to people whose occupation will not allow sufficient outdoor exercise.

Mr. A. F. Calhoun, notary public jeweler and watchmaker of Circleville, West Virginia, writes as follows:

"I had been a severe sufferer from piles for years and tried many remedies but with little benefit when about three years ago I saw the Pyramid Pile Cure advertised and sent for it.

I was badly afflicted when I got it, but after only two applications the piles disappeared and from that day to this I have never felt a symptom of the disease. I feel that I cannot recommend them too highly to sufferers from the piles.

The Pyramid Pile Cure is free from cocaine, opium or any mineral poison, absolutely safe, pleasant and absolutely painless; sold by druggists at 50 cents per package. If there is any constipation the Pyramid Pills should be used with the pile cure. The pills are 25 cents per package.

Any druggist will tell you that the Pyramid is the best known and most successful and popular pile cure ever placed on the market and its reputation as a safe and radical cure has only resulted from the personal recommendation of people who have been cured of this distressing ailment.

Send to the Pyramid Co., Albion, Mich. for a valuable little book on the cure of piles.

Plenty of Water. Autumn Harder—You advertised plenty of boiling waters here. Why, sir, that stream out there is hardly five feet wide.

Farmer Catches—Ya-as, but there's plenty o' water. It's ten feet deep.

Mistaken Anarchists. Ragged Robert—These 'ere anarchists won't never succeed till they get a better battle-ory. Their "Bread or Blood" motto don't create no enthusiasm.

Wearie Willie—Guess not. Ragged Robert—No. If they want ter stir up 'em hearts o' patriots in noble deeds, let 'em march through 'th' streets yellin' "Bread or Blood" an' we'd all join in.

No Snow for Cholera. Foreign Visitor—Cholera obtained no foothold in America this summer.

American—No. Time was so hard that people had to content themselves with three meals a day.

When bilious or constive, eat a Cascaet sandy cathartic, cure guaranteed, 10c, 25c

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Alaska Gold Fields. If you contemplate a trip to St. Michael's Circle City, Ft. Cudahy, or Forty Mile or in fact any point in Alaska let me quote you rates and sailings. I have the very latest advices from Portland and Seattle. G. W. Bonnell, C. P. & T. A., corner Tenth and O streets, Burlington Route, Lincoln, Nebraska.

Half Rates to Kansas City. On October 3 to 9 the Missouri Pacific will sell tickets to Kansas City and return, account Priests of Pallas Parade, at one fare for the round trip. Two through trains daily in each direction. For further information apply at city ticket office, 1201 O street, F. D. Cornell, C. P. & T. A.

Homeseekers' Excursions Via Burlington route, September 7 and 21, October 5 and 19 the Burlington will sell round trip tickets at one fare plus \$2 to all points in Arkansas, Indian Territory, Oklahoma, and Texas, and to certain points in Louisiana, Missouri, and New Mexico. Full information regarding limits, stop-overs, etc., at B. & M. depot, or city office, corner O and Tenth streets. Geo. W. Bonnell, C. P. & T. A.

Now is Your Chance to get a Farm. Harvest excursions on the Great Rock Island Route to the Oklahoma district, also to Kansas and Texas. There are six excursions arranged for. Ticket rate, one fare for round trip plus \$2.00. Dates are Aug. 3-17, September 7-21, and Oct. 5-19. Enquire of any Ticket Agent of the "Rock Island" system, or address—JOHN SEBASTIAN, G. P. A., Chicago, Ill.

WHEN YOU WRITE TO YOUR FRIENDS who are coming west to visit you, just add a postscript like this: "Be sure and take the Burlington Route. It's much the best." You are quite safe in doing this because our service from Chicago, Peoria, St. Louis and Kansas City, in fact all eastern, southeastern, and southern cities is just as good as our service to those points. And that as everyone who is acquainted with it will testify, is the best there is. Tickets and time tables on application at B. & M. depot, or city office, corner 10th and O streets. G. W. BONNELL, C. P. & T. A. LINCOLN, NEB. FACT TIME, THROUGH GABA. To Omaha, Chicago and points in Iowa and Illinois, the UNION PACIFIC in connection with the C. & N. W. Ry. offers the best service and the fastest time. Call or write to me for time cards, rates, etc. E. B. STANBORN, Gen. Ag.